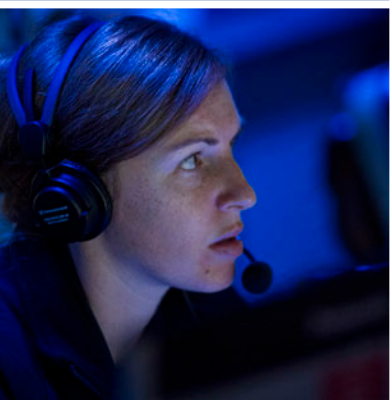




NORTHWEST TRAINING AND TESTING

Supplement to the 2015 Northwest Training and Testing Final Environmental Impact Statement/Overseas Environmental Impact Statement

Project Information



www.NWTTEIS.com



The U.S. Navy announces its intent to prepare a supplement to the 2015 Northwest Training and Testing Final Environmental Impact Statement/Overseas Environmental Impact Statement.

The Navy announces its intent to prepare a Supplemental Environmental Impact Statement/Overseas Environmental Impact Statement (EIS/OEIS) to assess the potential environmental effects associated with ongoing and future military readiness activities conducted within the Northwest Training and Testing (NWT) EIS/OEIS Study Area (hereafter referred to as the “Study Area”). Military readiness activities include training and research, development, testing, and evaluation (hereafter referred to as “training and testing”).

The Navy completed an EIS/OEIS in 2015 for training and testing activities occurring within the Study Area, for which a Record of Decision was signed in October 2016. The supplement to the 2015 Final EIS/OEIS is being prepared to support ongoing and future activities conducted at sea and in associated airspace within the Study Area beyond 2020. As part of this process, the Navy will seek the issuance of federal regulatory permits and authorizations under the Marine Mammal Protection Act and Endangered Species Act to support future military readiness activities within the Study Area beyond 2020. Proposed training and testing activities are generally consistent with those analyzed in the previous EIS/OEIS and approved in the 2016 Record of Decision, and are representative of activities the Navy has been conducting in the Study Area for decades.

The Supplemental EIS/OEIS will include an analysis of training and testing activities using new information available after the release of the 2015 Final EIS/OEIS. New information includes an updated acoustic effects model, updated marine mammal density data, and evolving and emergent best available science. Federal agencies with jurisdiction by law and special expertise with respect to all reasonable alternatives or significant environmental, social, or economic impacts associated with the action will be invited to be a cooperating agency.

The Public Scoping Process

Scoping, which is conducted in accordance with the National Environmental Policy Act (NEPA), is a process where the public is encouraged to participate in the development of an environmental impact statement by identifying the scope of the analysis, including potential environmental issues and viable alternatives. Substantive comments received during the scoping process are used to determine the scope of issues to be addressed and to identify the significant issues to be analyzed in depth and the range of alternatives to be considered in a NEPA document.

The Navy invites those interested in receiving project updates to subscribe via the project website to receive electronic notifications for key milestones throughout the environmental planning process. Written comments will be accepted via the project website, www.NWTTEIS.com, or by mail throughout the scoping period from **Aug. 22, 2017 to Sept. 21, 2017**. See page 15 for more information.

IMPORTANCE OF MILITARY READINESS

For more than 240 years, the Navy has been operating on, over, and within the world's oceans. These waters are the home and workplace of America's Sailors.

Sailors must be ready to respond to many different situations, in varied settings, often under crisis conditions. From large-scale conflict to maritime security to humanitarian assistance and disaster relief, Sailors must be fully trained and ready to perform these various and demanding duties at a moment's notice.

The land, air, and sea areas of the Pacific Northwest are important to members of the Navy and their families who call the Pacific Northwest their home. The Navy and the Coast Guard conduct military readiness activities in designated areas of the northeastern Pacific Ocean, including ocean areas offshore of Washington, Oregon, and Northern California, and in the Western Behm Canal in southeastern Alaska. The Navy also trains and conducts tests in certain areas within the Strait of Juan de Fuca and Puget Sound, and at Navy pierside locations.

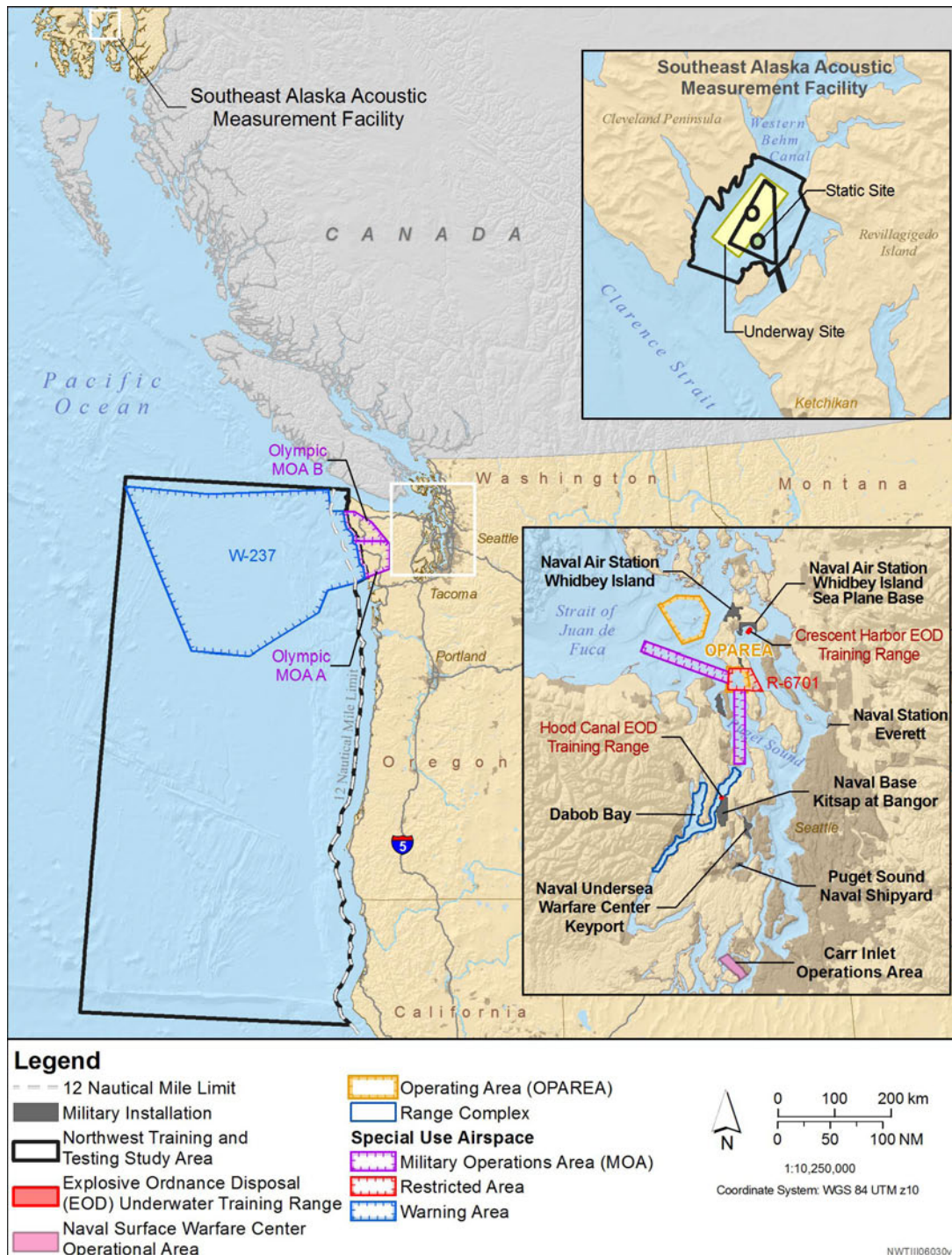
The mission of the Navy is to maintain, train, and equip combat-ready naval forces capable of winning wars, deterring aggression, and maintaining freedom of the seas.



NAVY TRAINING AND TESTING IN THE PACIFIC NORTHWEST

Sailors must be ready to respond to many different situations when called upon. The skills needed to achieve readiness are challenging to master and require constant practice. Training and testing activities must be diverse and as realistic as possible to prepare Sailors for what they will experience in real-world situations to ensure their success and survival.

The Study Area (Figure 1) provides a range of realistic training and testing environments and sufficient air and sea space necessary for safety, mission success, and to ensure Sailors are equipped and ready to respond. While simulators provide early skill repetition at the basic operator level and enhance teamwork, there is no substitute for live training and testing in a real-world environment.



The Study Area remains unchanged since the 2015 Final EIS/OEIS. In the supplement to the 2015 Final EIS/OEIS, the Navy will analyze training and testing activities within the Study Area.

Figure 1. The Northwest Training and Testing Supplemental EIS/OEIS Study Area includes:

- Established maritime operating areas and warning areas in the northeastern Pacific Ocean, including areas within the:
 - Strait of Juan de Fuca
 - Puget Sound
 - Western Behm Canal in southeastern Alaska
- Air and water space within and outside Washington state waters
- Air and water space outside state waters of Oregon and Northern California
- Navy pier-side locations

The Navy must train personnel and test new technologies to defend the United States, its territories, and its interests.

Areas in the Pacific Northwest have historically been used by the Navy for training and testing activities, with some activities dating back to 1914. Navy training and testing areas within the Study Area have provided a safe and realistic environment for training Sailors and testing systems. The proximity of these areas to naval homeports allows for:

- Greater efficiencies during training and testing
- Shorter transit times
- Reduced fuel use, cost, and emissions
- Reduced wear and tear on vessels, submarines, and aircraft
- Maximizing Sailors' training time and reducing time away from their families

Training in the Study Area

The Navy must maintain a rigorous, comprehensive training regimen to ensure ships are ready to deploy on schedule and Sailors are prepared to carry out their duties as required. The supplemental analysis will include various levels of training:

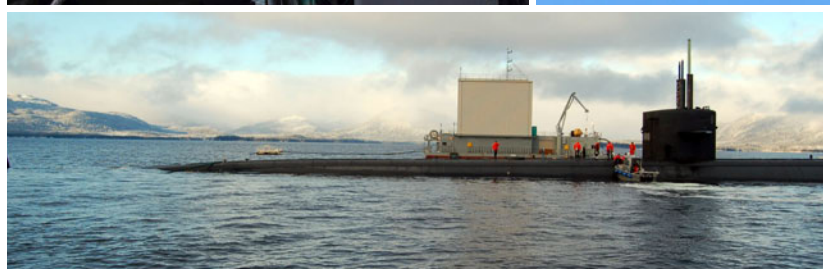
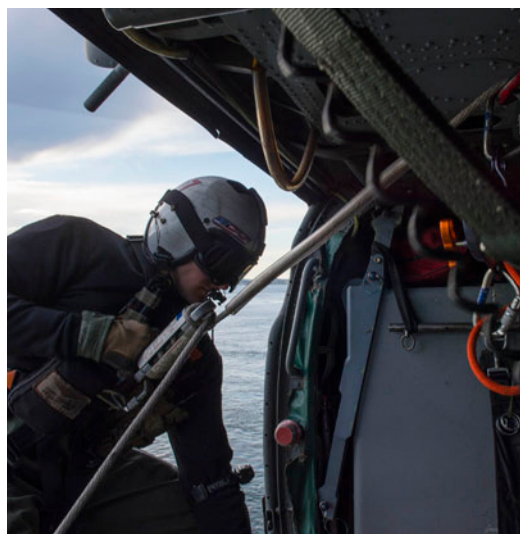
- Basic-level training consists of individuals, small groups of personnel, or a single crew (ship, submarine, or aircraft) training on its own.
- Advanced-level training hones tactics, techniques, and procedures with other units for mission-specific training.
- Integrated training combines individual units and staffs into strike groups or other combined-arms forces, resulting in deployment certification.
- Sustainment training allows strike groups to maintain their highest level of readiness and proficiency.

Testing in the Study Area

Testing activities conducted in the Study Area are critical for maintaining readiness. To maintain an edge over potential adversaries, Sailors must have access to technologically advanced vessels, aircraft, and weapons systems.

The Department of Defense continually researches and develops new technologies to ensure Sailors can counter new and emerging threats. These technologies must be tested and evaluated before use by Sailors during deployment. Testing may include:

- Basic and applied scientific research and technology development
- Testing, evaluation, and maintenance of sensors and systems, such as missiles, torpedoes, radar, active and passive sound navigation and ranging (sonar) systems, vessels, submarines, and aircraft



Proposed Action

The Proposed Action is to conduct training and testing activities at sea and in associated airspace within the Study Area. To achieve and maintain military readiness, the Navy proposes to:

- Conduct training and testing activities at sea and in associated airspace at levels required to support military readiness requirements beyond 2020; and
- Accommodate evolving mission requirements, including those resulting from the development, testing, and introduction of new vessels, aircraft, and weapons systems into the fleet.

At-sea training and testing activities include the use of active sonar and explosives while employing marine species protective measures. The type and level of activities included in the Proposed Action account for fluctuations in training and testing to meet evolving or emergent requirements.

The purpose of the Proposed Action is to maintain a ready force, which is needed to ensure the Navy can accomplish its mission to maintain, train, and equip combat-ready naval forces capable of winning wars, deterring aggression, and maintaining freedom of the seas. This mission is achieved in part by training and testing in the Pacific Northwest within the Study Area.

Alternatives

NEPA requires federal agencies to evaluate a range of reasonable alternatives to achieve the purpose of and need for the Proposed Action. The Navy will consider a no action alternative as well as action alternatives that support the required military readiness activities into the reasonably foreseeable future. Additional action alternatives may be formed by input received during this scoping process and will be presented in the Draft Supplemental EIS/OEIS.

Development of the Supplemental EIS/OEIS

Through the development of the Supplemental EIS/OEIS, the Navy will:

- Update the environmental analyses of military readiness activities contained in the 2015 Final EIS/OEIS
- Adjust training and testing activities from current levels to the level needed to support Navy requirements beyond 2020
- Update the 2015 environmental impact analyses to account for changes to Navy requirements resulting from the development, testing, and introduction of new vessels and weapons systems that will become operational by 2025
- Update environmental analyses from the 2015 Final EIS/OEIS by continuing to use the best available science and most current analytical methods to re-evaluate the potential effects of military readiness activities on the marine environment



Training Sailors and testing vessels, aircraft, and weapons systems is necessary to achieve and maintain military readiness and personnel safety.



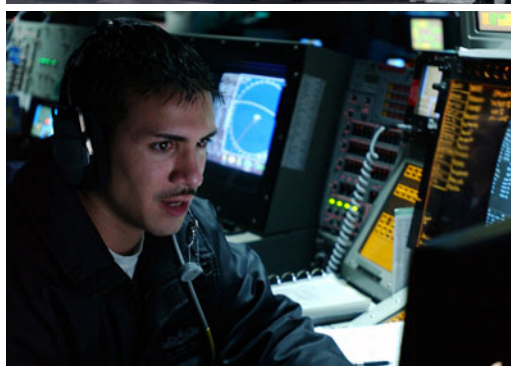
The Supplemental EIS/OEIS supports the issuance of federal regulatory permits and authorizations under the Marine Mammal Protection Act and the Endangered Species Act.

KEY UPDATES TO THE 2015 FINAL EIS/OEIS RESULTING IN THE NEED FOR A SUPPLEMENTAL EIS/OEIS

Training and testing activities proposed in the Supplemental EIS/OEIS are generally consistent with those activities analyzed in the 2015 Final EIS/OEIS and earlier environmental planning documents. Below are some key updates to be made.

In the Supplemental EIS/OEIS, the Navy will:

- Include a No Action Alternative in which proposed training and testing activities would not be conducted and Marine Mammal Protection Act authorization would not be issued by NMFS
- Include analyses of increases in testing of some new vessels and weapons systems, and decreases in other testing activities
- Include analyses of both increases and decreases in the annual occurrence of certain activities
- Recategorize or rename some testing activities to be consistent with Navy testing activity categories
- Include improved acoustic models, updated marine mammal and sea turtle densities, and updated marine species criteria and thresholds based on NMFS's 2016 guidance
- Use the most current and best available science and analytical methods
- Review procedural mitigations, where appropriate, and consider geographic mitigation, where applicable





Need for Sonar Training and Testing

Defense against enemy submarines is a top priority for the Navy. To detect and counter hostile submarines, the Navy uses both passive and active sonar. Torpedoes, in-water mines, and quieter submarines are true threats to global commerce, national security, and the safety of Sailors. Active sonar is the most effective method of detecting these threats.

Sonar Training

Sonar uses sound energy waves to detect and locate submerged objects, such as submarines and in-water mines. Sonar proficiency is a complex and perishable skill that requires regular, hands-on training in realistic and diverse conditions, such as those provided in the Study Area. The Navy uses simulators and other advanced technologies for some training; however, simulation cannot completely replace training in a live environment. Lack of realistic training will jeopardize the lives of Sailors in real-life combat situations.



Need for Training and Testing With Explosives

Training in a high-stress environment, including the use of and exposure to explosive ordnance, is necessary for Sailors to be fully prepared to respond to emergencies and national security threats, and to ensure their safety.

Testing with explosive ordnance is essential for ensuring systems function properly in the type of environment they will be used. To the extent possible, Sailors train and conduct tests using inert (non-explosive) practice munitions. Non-explosives, however, cannot completely replace training and testing in a live environment. Limited training and testing with in-water explosives occurs only in established operating areas, and the Navy issues notices to mariners and pilots to ensure public safety.

Training and testing at sea with explosives significantly enhances the safety of U.S. forces in combat and improves readiness and equipment reliability.



Torpedoes, in-water mines, and quieter submarines are true threats to global commerce, national security, and the safety of Navy personnel. Active sonar is the most effective method of detecting these threats.

Sonar: Then and Now

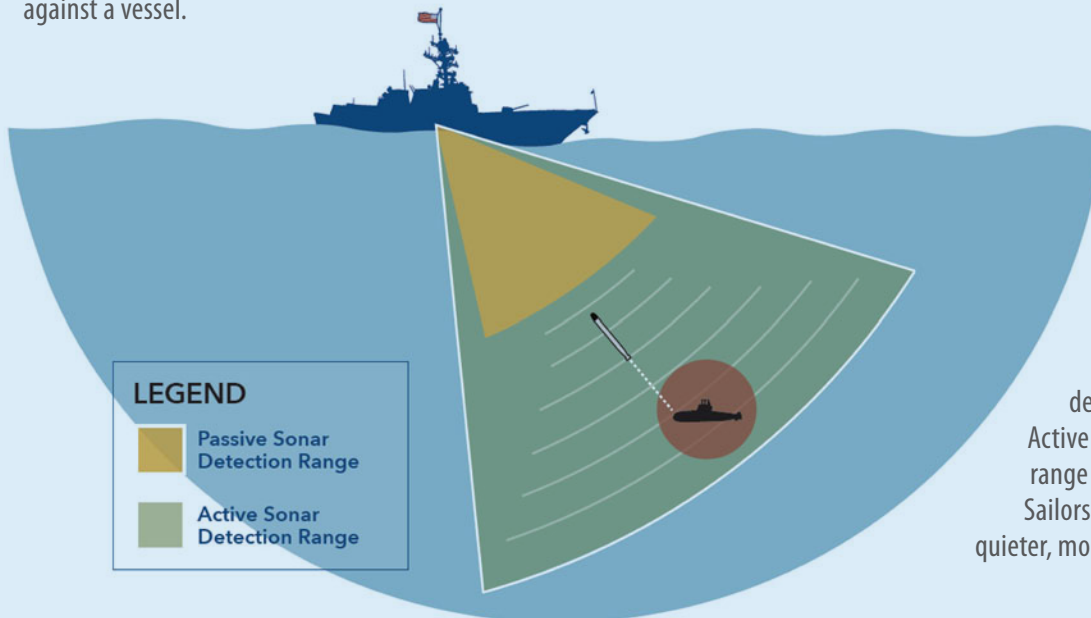
The Navy began using sonar in response to devastating Allied shipping and human losses from U-boat attacks during World War II. Today, sonar is used to identify, track, and target submarines; detect in-water mines; and navigate safely.

With advances in warfare technology, newer-generation submarines pose a challenge for the Navy because they are extremely quiet and hard to detect in the noisy ocean environment. Advances in technology and increases in the number of quiet submarines have made it necessary for the Navy to use active sonar, as passive sonar is no longer adequate for detecting them (Figure 2). The difference between passive and active sonar is that passive sonar does not emit a signal while active sonar emits a pulse sound for purposes of detecting an echo.



Figure 2: Passive and Active Sonar Detection Range

Submarines of the previous generation were noisy and could be detected with passive sonar before they came close enough to deploy short-range weapons against a vessel.



Extremely quiet, difficult-to-detect, diesel-electric submarines can approach close enough to deploy long-range weapons before entering the passive sonar detection range of U.S. vessels. Active sonar has a longer detection range that is needed to allow Navy Sailors to detect, identify, and track quieter, modern submarines before they are close enough to attack.

Supporting Independent Research

The Navy is a world leader in marine species research and monitoring, having funded marine research programs, surveys, and data collection efforts since 2006. The Navy partners with state and federal agencies, universities, research institutions, federal laboratories, and private researchers around the world to better understand marine species occurrence and behavior. This scientific research helps environmental regulators, scientists, and the Navy to:

- Better understand the abundance, distribution, foraging, reproduction, physiology, hearing and sound production, behavior, and ecology of marine mammals and sea turtles, which is needed to assess the effects on species from naval activities
- Assess behavioral responses of marine species to sonar and explosives
- Develop and improve models that better predict potential effects of underwater sound and explosives on marine mammals and marine species
- Develop effective protective measures

The Navy uses the most current and best available science and analytical methods to re-evaluate protective measures that help minimize impacts on the marine environment.



MARINE SPECIES MONITORING IN PUGET SOUND

As part of its Integrated Comprehensive Monitoring Program, the Navy works closely with NMFS to coordinate monitoring efforts across all ocean regions where the Navy trains and conducts tests. In the Pacific Northwest, the Navy monitors marine species during marine mammal density surveys in the inland Puget Sound, conducts pinniped satellite tracking, and models the offshore distribution of Southern Resident killer whales to better understand species occurrence. The Navy provides annual reports of training and testing activities and monitoring studies to NMFS.

This body of scientific research has provided several indicators that Navy training and testing activities are unlikely to have long-term consequences on marine mammal populations. Some species have displayed short-term behavioral responses following certain activities. However, the indicators below demonstrate that current protective measures are successful.

- Increases in the number of some species of marine mammals present in the Study Area
- Continued presence of species and long-term residence by individual animals in high-use areas, including species thought to be sensitive to sound
- Lack of observable negative effects on marine mammal stocks or populations over more than 10 years of comprehensive monitoring and data collection

Visit www.navymarinespeciesmonitoring.us for more information on the Navy's marine species monitoring program.

Mitigation Measures at Sea

The coastal and sea areas of the Pacific Northwest are important for recreation and commercial activities, and are home to a variety of marine plants and animals, including whales, dolphins, seals and sea lions, sea turtles, sea birds, and multiple fish species, such as salmon.

Avoiding impacts from training and testing activities on the marine environment is an important goal for the Navy. In its commitment to environmental protection, and in compliance with existing laws, permits, and authorizations, the Navy follows strict guidelines and employs measures to reduce potential effects on marine species while training and testing. The measures listed in this fact sheet include some, but not all, existing at-sea mitigation measures.

Posting qualified Lookouts

Navy personnel undertake extensive training to qualify as Lookouts in accordance with the Navy's Lookout Training Handbook. All Lookouts must complete Marine Species Awareness Training (www.youtube.com/watch?v=KKo3r1yVBBA) approved by NMFS. Navy Lookouts visually observe for the presence of marine species within mitigation zones.

Observing the area prior to activities

Marine mammals and sea turtles can only be detected visually while at the surface, and marine mammals can only be detected acoustically while vocalizing underwater. Therefore, before certain activities are conducted, the area is scanned visually and, when possible, monitored acoustically.

Observing inland water range sites

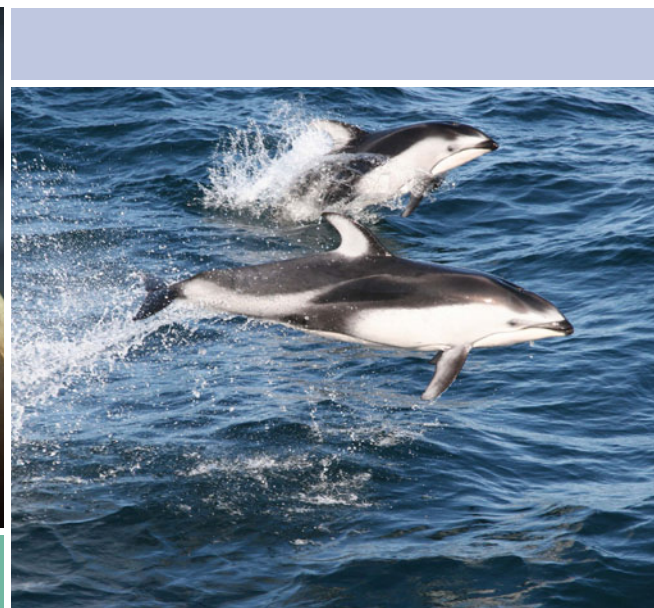
The Navy conducts shore-to-shore surveillance of testing ranges in inland waters to see and report marine mammals in the area.

Establishing mitigation zones for marine species

A mitigation zone is designed to reduce potential impacts on marine species from certain training and testing activities. The size of a mitigation zone is unique for each specific activity. The Navy visually observes each zone. If a marine mammal or sea turtle is detected within the mitigation zone, the activity will cease until the animal exits the zone.

Navigating safely

While in transit, Navy vessel operators are alert at all times for objects in their path. Operators follow Coast Guard navigation rules, operate at a speed consistent with mission and safety, and take proper action if there is a risk of collision. Vessels avoid approaching marine mammals head on and maneuver to maintain a mitigation zone of 500 yards around whales and 200 yards around other marine mammals.



The Navy is committed to being a good steward of the environment.





Environmental Protection at Sea

The Navy is deeply committed to protecting the environment and actively strives to minimize potential effects of training and testing at sea. The Navy continues to implement and improve programs to reduce a vessel's environmental footprint by:

- Ensuring no plastic waste is discharged at sea
- Managing solid waste in an environmentally responsible manner
- Conserving energy, installing energy-efficient technologies, and using energy from renewable and alternative sources
- Using ballast water management practices to aid in preventing the introduction of non-native species



Environmental Protection in the Pacific Northwest

The Navy is committed to protecting the marine and coastal environments of the Pacific Northwest. Programs have been established to care for and protect threatened and endangered plants and wildlife, and cultural and historic buildings and sites.

Hood Canal Bedlands Restrictive Easement

The Navy purchased a restrictive easement that protects aquatic lands in Hood Canal, the Bedlands along the Jefferson County shoreline, which protects the Navy's Dabob Bay Range Complex from incompatible development that would limit the Navy's ability to effectively use the range and continue operations. The easement also provides new protections for sensitive marine ecosystems. Many high-value habitat areas occur in the area. The easement includes eelgrass communities and geoduck tracts, all Endangered Species Act-listed salmonid species, and critical habitat.

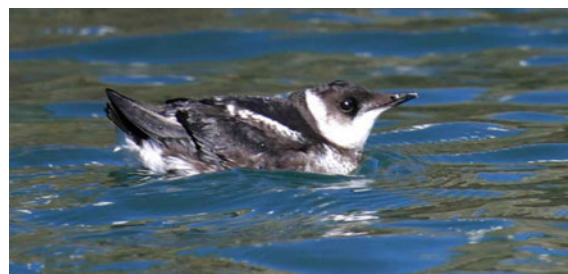


Dabob Bay and the Department of Natural Resources

The Dabob Bay Range Complex, which includes the Hood Canal operational areas, is a component of the Department of Defense Major Range Test Facility Base, whose ranges are designated by Congress as critical assets to national defense. The Navy's partnership with Washington State Department of Natural Resources on the Conservation of Dabob Bay Natural Area & Hood Canal High Priority Habitat have included 24 transactions completed to date protecting 597 acres through the Navy/Department of Natural Resources partnership.

Marbled Murrelet Science Panel

Navy biologists collaborated with the U.S. Fish and Wildlife Service (USFWS) to develop recommended criteria for evaluating the onset of injury to the marbled murrelet from underwater sounds resulting from impact pile driving. The USFWS and Navy convened a multi-disciplinary scientific panel which represented technical experts and scientists affiliated with federal agencies, academia, and consulting firms who have expertise in underwater acoustics (including pile-driving acoustics); sound impacts on fish, marine mammals, and terrestrial and marine birds; and the life history and demography of the marbled murrelet. Navy biologists participated in the panel to shape current and future land management to benefit the marbled murrelet that uses old growth forests and ocean resources.



The Navy's environmental stewardship programs contribute both to the success of the Navy mission and the preservation of the marine environment for future generations.

Replacement of Fish-Blocking Culvert at Naval Base Kitsap

In October 2013, the Navy completed a project to restore the Airport Tributary of the Union River, which supports Endangered Species Act-listed steelhead trout, Coho salmon, Hood Canal summer run chum, and sea-run cutthroat trout. A culvert ran under a railroad at milepost 28.24 and was found to completely block the passage of fish due to its length and small diameter. It was replaced with a tunnel under the railroad that reopened nearly one mile of stream that had been closed to fish passage since the 1940s. It was a highly successful ecological enhancement and in 2017, although cutthroat trout are frequent visitors, a pair of Coho salmon were seen above the enhanced culvert digging a nest to lay their eggs. Since 2013 the streambed has dropped about six feet from where it was and the stream has settled into a more regular channel.

The Navy values the culture, history, and heritage of its local communities. The Navy considers how its training and testing may affect cultural resources, such as historic buildings and structures, archaeological sites, and traditional cultural properties. Working closely with government agencies, tribes, and other interested parties, the Navy works to avoid, minimize, or mitigate these effects.



Northwest Navy Tribal Leadership Council

The Commander, Navy Region Northwest formed the Northwest Navy Tribal Leadership Council to maintain strong relationships with the federally recognized tribes of western Washington. This annual collaborative forum promotes a spirit of cooperation among tribal leaders and Navy senior leadership to identify solutions to issues of mutual concern, build trust, share knowledge, and improve communication. The Navy and the tribes maintain open dialogue on issues, such as tribal fishing concerns; installation access for tribal shellfish harvesting; Navy environmental planning projects; training, testing, and operations; natural and cultural resource management; and, effective consultation processes.

Tribal Government-to-Government Consultation

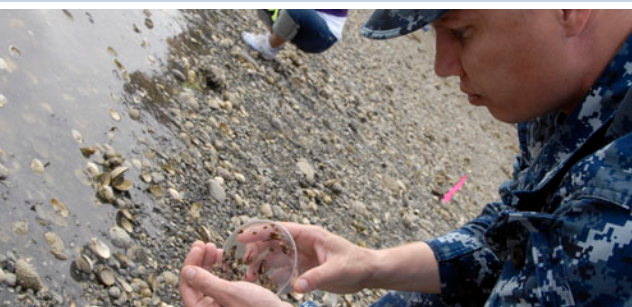
In conformance with Executive Order 13175 (Consultation and Coordination with Indian Tribal Governments, November 2000), and in fulfillment of the Department of Defense and Navy tribal Government-to-Government consultation policies, the Navy consults with federally recognized tribal governments when Navy proposed actions have the potential to significantly affect tribal rights, resources, or lands.

Treaties in the Pacific Northwest

Between 1854 and 1856, the United States negotiated five treaties - the treaties of Medicine Creek, Point Elliot, Point No Point, Neah Bay, and Olympia - with northwest tribes to acquire great expanses of land. These federal treaties acknowledged that the tribes living in western Washington maintained the right to fish at off-reservation "usual and accustomed" grounds and stations. Treaties with the Oregon tribes were negotiated and ratified by the United States between 1853 and 1864. These treaties established reservations in exchange for lands ceded by the tribes although no off-reservation fishing or hunting rights were secured. By 1852, 18 treaties were negotiated with the California tribes that established reservations in exchange for ceded lands, however, none of these were ratified by the United States.

Alaska Native Tribes - Rights and Protected Resources

In Alaska, there are no existing treaties between the United States government and the tribes. All claims relating to Native use and occupancy were extinguished by the Alaska Native Claims Settlement Act in 1971. The Metlakatla Indian Community, Annette Island Reserve, is the only Alaska Native federally recognized tribe that retained a land reservation (Indian land) in Alaska.



The Navy has developed partnerships and built coalitions with other government agencies, organizations, and communities, to better manage and protect natural and cultural resources.

The Navy trains and conducts tests in a manner that is compatible with civilian activity.



The Navy strives to maintain the public's access to ocean areas whenever possible while ensuring safety at all times. Some access restrictions must occur for public safety and the security of Navy assets and personnel.

Sharing the Sea

Many people in the Pacific Northwest use and depend on the coast and ocean for commercial and recreational purposes, such as tourism, fishing, and diving. The ocean areas of the Pacific Northwest also support other important activities related to shipping, scientific, cultural, and institutional functions.

The safety of the public and Navy personnel is of utmost importance. The military shares these areas with the community and recognizes the importance of public access to ocean and coastal areas. Therefore, the Navy has designated airspace and marine areas to indicate where and when it may not be safe for civilian activities to take place. The Navy works with local communities to improve communication, provides notice of where and when ocean areas will be open for extended periods, and attempts to avoid popular fishing areas.



Public Safety Measures

The Navy strives to be good neighbors by minimizing access restrictions and limiting the extent and duration of closures of public areas whenever possible while ensuring safety at all times. When certain training and testing activities are scheduled, notices to mariners are published for public awareness and safety, helping mariners plan accordingly to avoid temporarily restricted areas.

The Navy implements multiple safety precautions when planning and conducting at-sea training and testing activities. Some precautionary measures in place include:

- Ensuring impact areas and targets are unpopulated prior to potentially dangerous activities
- Canceling or delaying activities if public or personnel safety is a concern
- Notifying the public of the location, date, time, and duration of potentially dangerous activities
- Implementing temporary access restrictions to training and testing areas when appropriate to ensure public safety

These measures, along with the cooperation of the public, enable safe at-sea training and testing.

The Coast Guard publishes and broadcasts notices to mariners with location, activity, and duration information. Mariners are requested to read and adhere to the published notices.

Thorough environmental and safety reviews are conducted for all test systems. Prior to going into the water, most systems go through land-based testing, and many have been tested in smaller fresh water areas or tanks. After an initial review, modifications are made, as needed, to minimize the potential impacts on public safety and the natural environment.



NATIONAL ENVIRONMENTAL POLICY ACT PROCESS AND PUBLIC INVOLVEMENT

NEPA is a U.S. federal law that requires federal agencies to identify and analyze the potential environmental impacts of a proposed action before deciding whether to proceed with that action. The law encourages and facilitates public involvement to inform decision makers on actions that may affect the community or the environment.

Public involvement is an important part of the NEPA process, and a number of opportunities are available for the public to participate throughout the development of the Supplemental EIS/OEIS. The purpose of this scoping period is to receive comments from the public on environmental resources and issue areas to be considered in the development of the Supplemental EIS/OEIS.

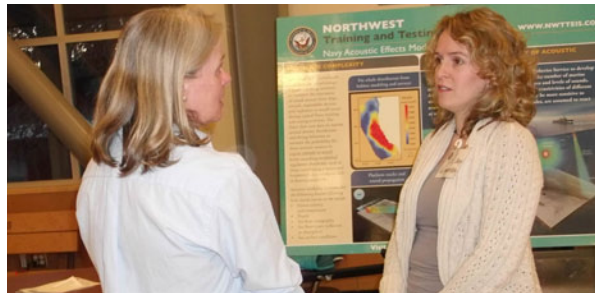
Public and agency input allows decision makers to benefit from local knowledge and consider community issues and concerns. The public participates in the NEPA process during the following stages:

- **Scoping Period:** Helping to identify the scope of the analysis, including potential environmental issues and viable alternatives
- **Draft Supplemental EIS/OEIS Public Review and Comment Period:** Evaluating and providing substantive comments on the draft analysis
- **Final Supplemental EIS/OEIS Wait Period:** Reviewing the Final Supplemental EIS/OEIS and Navy responses to substantive comments received on the Draft Supplemental EIS/OEIS

MARINE MAMMAL PROTECTION ACT AND PUBLIC INVOLVEMENT OPPORTUNITIES

Due to the use of active sonar and explosives during some training and testing activities, the Navy is required to apply for permits and authorizations under the Marine Mammal Protection Act with NMFS. The Navy will request authorization for the unintentional take of marine mammals incidental to the at-sea training and testing activities conducted in the Study Area. NMFS will request public comments on its proposal to issue regulations and subsequent Letter of Authorization to the Navy. After the NEPA process is complete, NMFS would decide whether to issue the Navy a Final Rule and Letter of Authorization.

Public involvement is a fundamental aspect of the environmental analysis process.



HOW TO SUBMIT SCOPING COMMENTS ON THE SUPPLEMENTAL EIS/OEIS

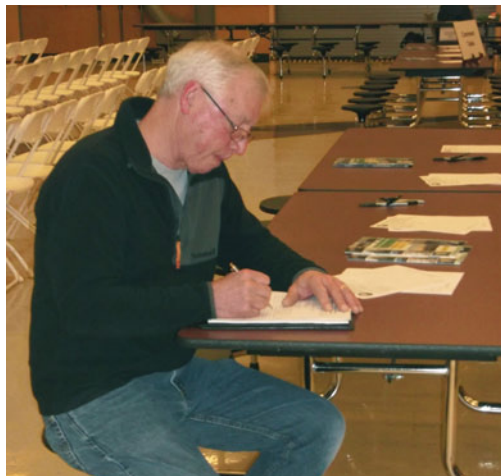
The Navy encourages the public, government agencies, elected officials, and organizations to participate and comment in any of the following ways:

Submit substantive comments via the project website at:
www.NWTTEIS.com

Mail comments to:

Naval Facilities Engineering
Command Northwest
Attention: NWTTE Supplemental
EIS/OEIS Project Manager
3730 North Charles Porter Ave.
Building 385
Oak Harbor, WA 98278-3500

Scoping comments must be postmarked or received online by **Sept. 21, 2017** for consideration in the development of the Draft Supplemental EIS/OEIS.



The Navy welcomes and appreciates your comments. For more information about the Supplemental EIS/OEIS and to submit comments, visit **www.NWTTEIS.com**.



National Environmental Policy Act Process and Timeline

MILESTONE	DESCRIPTION	CURRENT SCHEDULE
Notice of Intent to Prepare a Supplemental EIS/OEIS	<ul style="list-style-type: none"> Starts the public involvement phase of the NEPA process 	Aug. 22, 2017
➤ Scoping Period	<ul style="list-style-type: none"> Provides an early and open public process for identifying potential environmental issues and viable alternatives to be evaluated in the Draft Supplemental EIS/OEIS Please visit www.NWTTEIS.com to comment online 	Scoping Period: Aug. 22, 2017 – Sept. 21, 2017
Draft Supplemental EIS/OEIS	<ul style="list-style-type: none"> Presents the analysis of potential environmental impacts for each identified alternative 	Spring 2019
➤ Draft Supplemental EIS/OEIS Public Review and Comment Period	<ul style="list-style-type: none"> Provides the public an opportunity to comment on the analysis presented in the Draft Supplemental EIS/OEIS Includes public meetings and other opportunities to learn more and submit comments 	Comment Period and Public Meetings: Spring 2019
Final Supplemental EIS/OEIS	<ul style="list-style-type: none"> Includes revisions to the Draft Supplemental EIS/OEIS based on substantive comments received during the Draft Supplemental EIS/OEIS comment period 	Summer 2020
Record of Decision	<ul style="list-style-type: none"> Includes the selection of an alternative by the Office of the Assistant Secretary of the Navy (Energy, Installations, and Environment) Released to the public after a 30-day wait period for the Final Supplemental EIS/OEIS 	Fall 2020

➤ Opportunities for Public Review and Comment



Complete



In Progress



Next Steps



www.NWTTEIS.com

AUGUST 2017